

BookletChart™

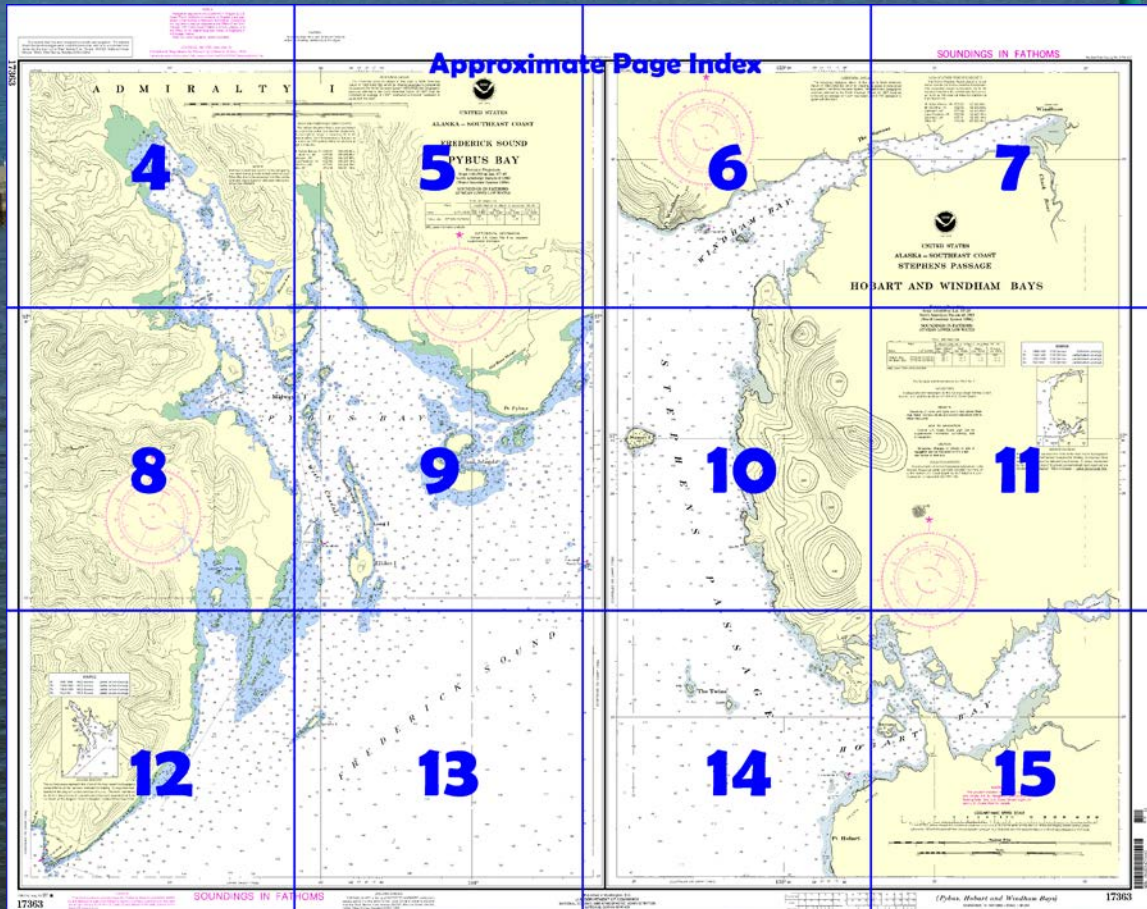
Pybus Bay; Hobart and Windham Bays NOAA Chart 17363



*A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17363>.



(Selected Excerpts from Coast Pilot)

Round Rock, 40 feet high and bare, about 2.7 miles SW from West Brother Island (chart 17360), is marked by **Round Rock Light** (57°15'35"N., 133°56'13"W.), 49 feet above the water and shown from a skeleton tower with a red and white diamond-shaped daymark. There is a clear channel about 2 miles wide between Round Rock and the NW shore, but the bottom is irregular and the depths are from 9 to 40 fathoms. The water is much

deeper E of Round Rock and between it and The Brothers.

Pybus Bay is located on the NW side of Frederick Sound, W of its junction with Stephens Passage and about 3.5 miles WNW of Round

Rock Light. It is divided into two arms by a long point from which three groups of islands, rocks, and reefs extend in a S direction. The best anchorage in the bay is in Cannery Cove. Good anchorage is also available in the northeastern half of Pybus Bay between the San Juan islands and Admiralty Island in 14 to 18 fathoms of water.

Point Pybus, the N point at the entrance to Pybus Bay, is low and wooded. A group of rocks extend 0.6 mile S from the point.

San Juan Islands, low, wooded, and surrounded by foul ground, are about 0.8 mile SW of Point Pybus. A rock with ½ fathom over it which uncovers 3 feet is 0.4 mile SW of the southernmost and largest island; dangerous rocks are 0.2 mile W of the W point and 0.4 mile NE of the E point of this island.

The channel between Point Pybus and the San Juan Islands is not recommended except for small craft with local knowledge.

Southwest Islands are a narrow chain of four wooded islands, parallel with the W shore of the bay, about 1.5 miles SW of San Juan Islands. Foul ground extends about 0.6 mile S of **Elliott Island**, the largest of the group. Two rocks that uncover 11 and 14 feet are about 0.3 mile NNW of the northernmost island of the group. A rocky foul area, bare at half tide, is about 0.3 mile W of **Long Island**, the middle island of the group.

Grave Island Light (57°15'59"N., 134°05'00"W.), shown from a small house with a red and white diamond-shaped daymark on the SE side of Grave Island, marks the entrance to Pybus Bay.

Entrance Island, 458 feet high, is in the entrance to Hobart Bay. A small islet is 0.1 mile N of the island. A small bay, suitable for small craft, indents the SE side of the island for about 300 yards. A house on the neck of land that forms the S side of the entrance to the small bay is prominent when coming around the S side of the island from W. A State-maintained 100-foot-long small-craft and seaplane float is near the head of the small bay off the SW shore. The float is connected to shore by a long log catwalk, that is reported to be in poor condition. The float is used primarily as a weather layover facility. In 1976, depths of 15 feet were reported alongside the float. A privately owned radiotelephone is available on shore in an emergency.

About 0.5 mile NE of Entrance Island, projecting points narrow the entrance into the inner bay. Bars, on which there are rocks, extend from the points of this entrance, leaving a navigable channel about 100 yards wide and 5½ fathoms deep into the inner bay. A rock with 1 fathom over it has been reported about 0.5 mile NNE of the S point at the entrance to the inner bay.

Just in the entrance to the inner bay, a narrow arm leads NW to a basin, where a constricted anchorage in 10 fathoms may be found. In entering this basin, pass close E of the rocky islets just inside the entrance.

The channel leading to the basin at the head of the bay is very narrow. Heavy overfalls at the end of the narrow passage are dangerous for small craft, except during a short period at slack water.

(30) Temporary anchorage may be found in 27 fathoms, soft bottom, NE of Entrance Island, with the N point of the entrance to Hobart Bay in range with the S shore of the small islet N of Entrance Island. Temporary anchorage may also be found in the bight SE of Entrance Island in 17 fathoms, soft bottom, about 0.2 mile from a fine sand beach. The N tangent of the easternmost of The Twins just shuts with the S tangent of the westernmost of The Twins.

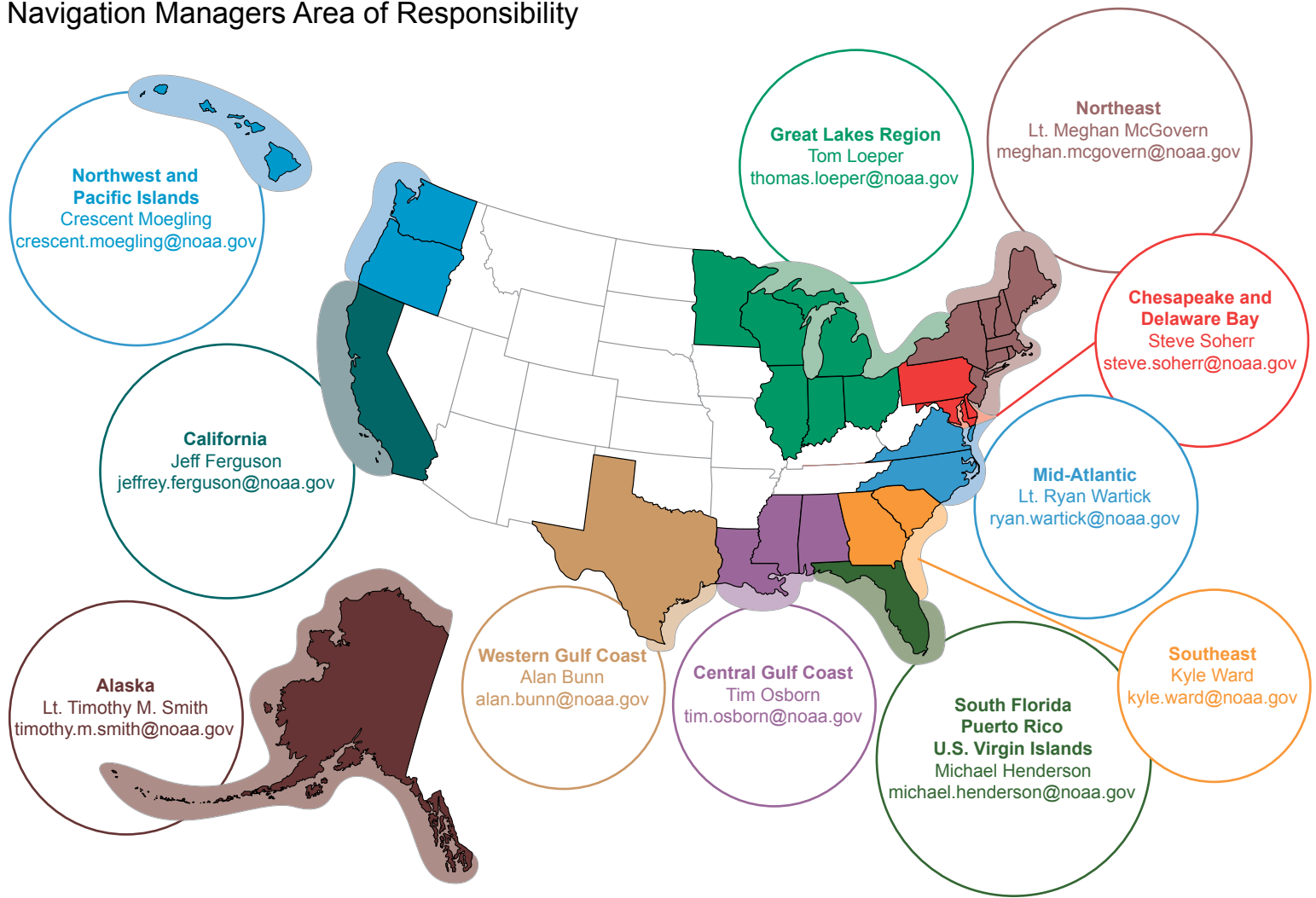
U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander
17th CG District
Juneau, Alaska

(907) 463-2000

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

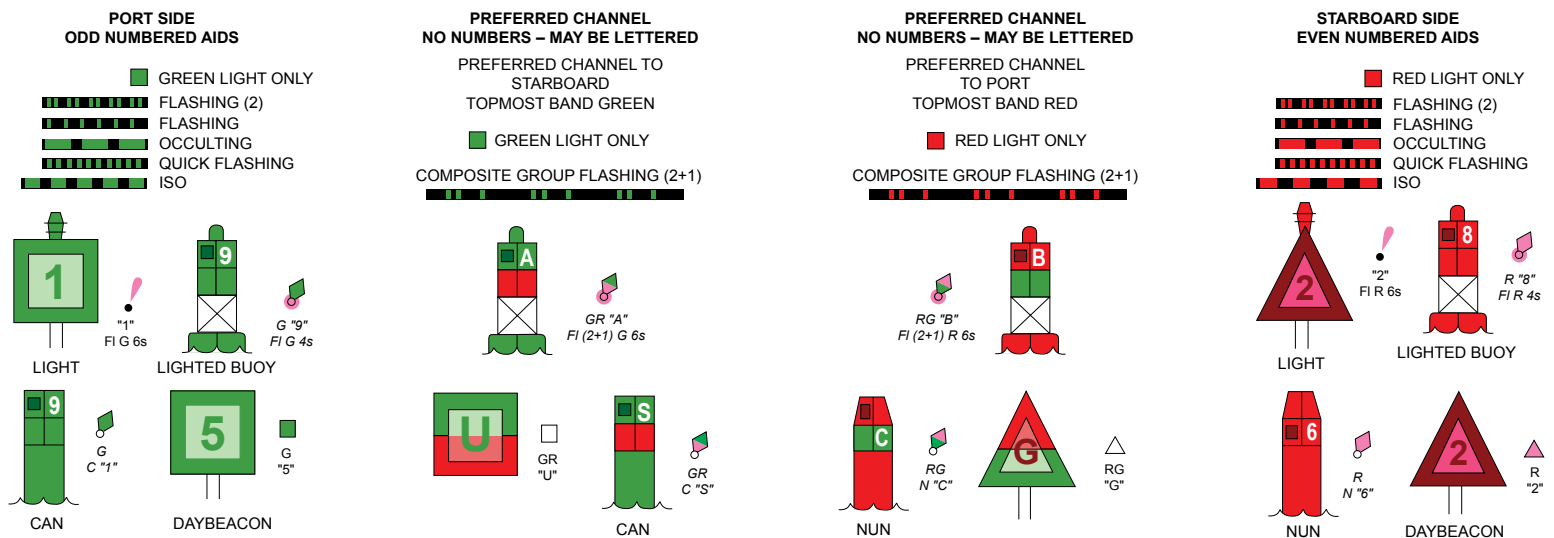
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

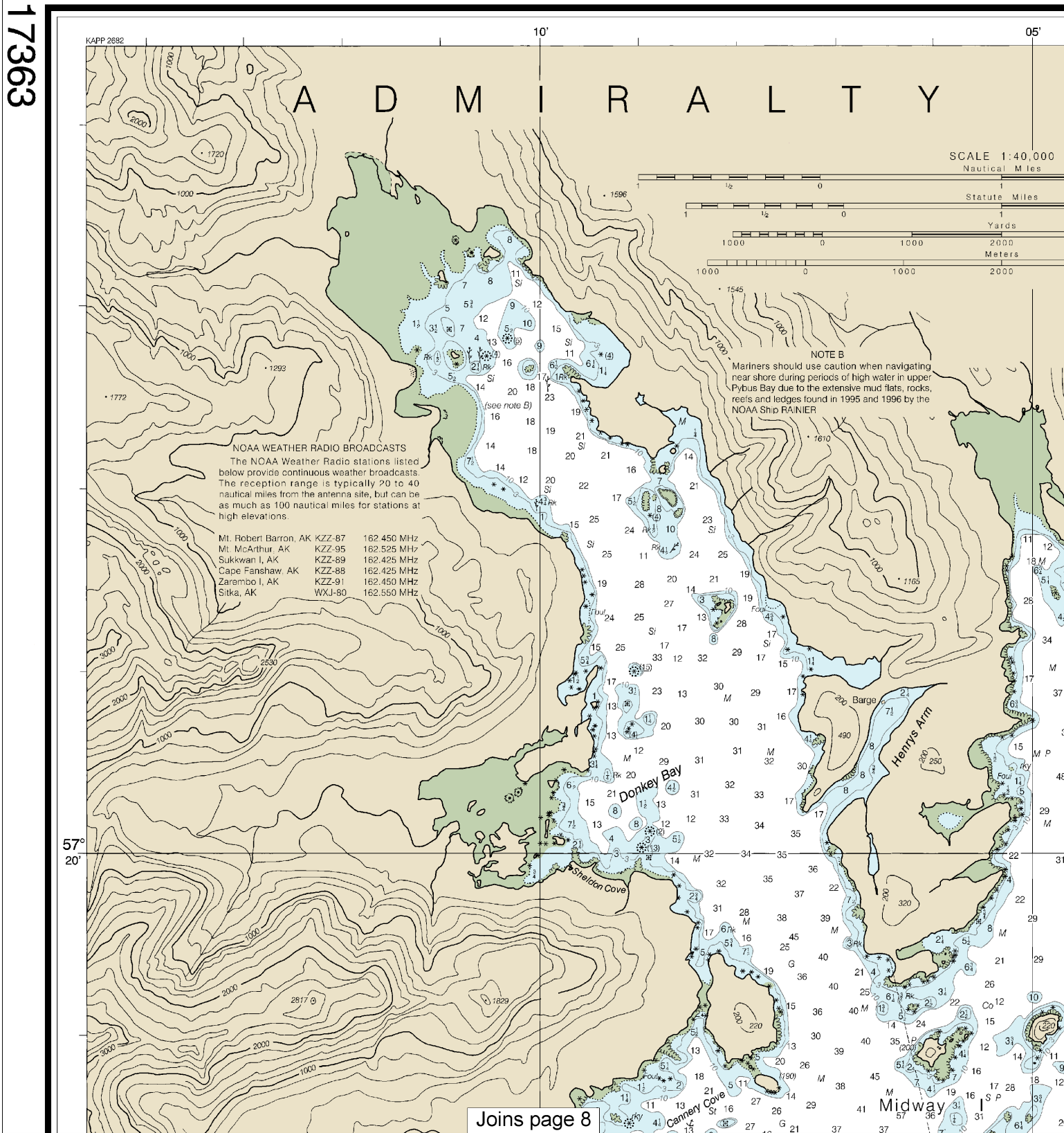
These volumes are available online at <http://www.navcen.uscg.gov>

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NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additional revisions to Chapter 2 are published in Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District, Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section number.



Joins page 8

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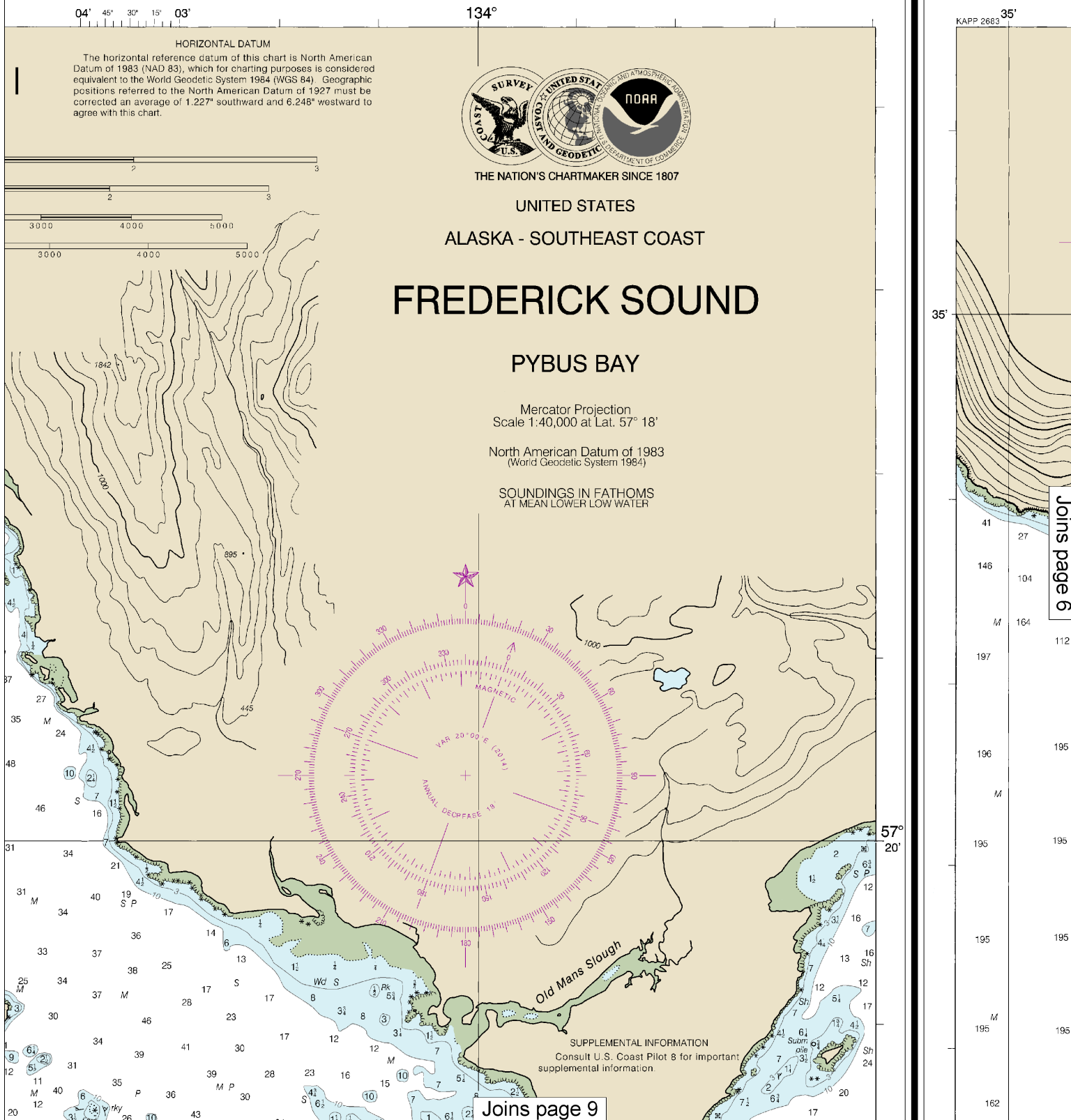
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

Yards



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



U.S. NAVY'S CHARTMAKER SINCE 1807

UNITED STATES

SOUTHEAST COAST

RICK SOUND

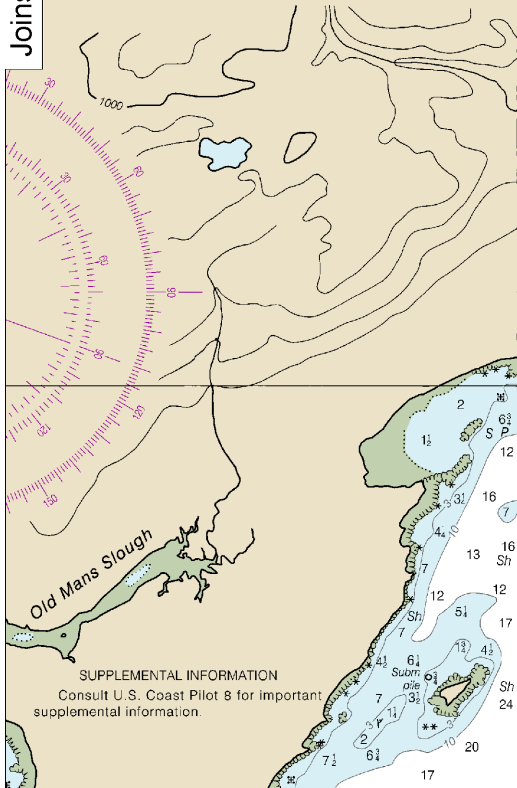
PYBUS BAY

Mercator Projection
Scale 1:40,000 at Lat. 57° 18'

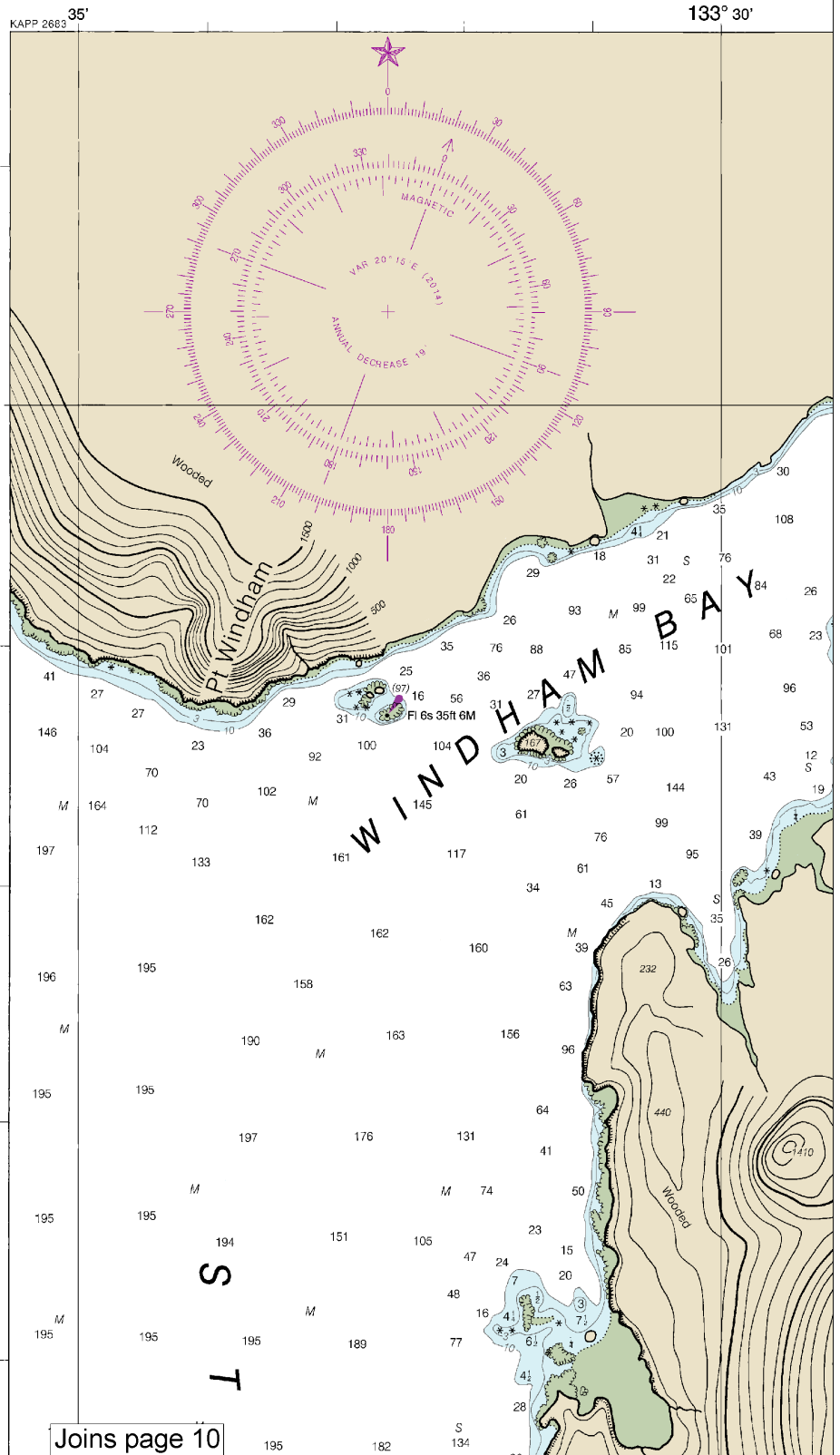
American Datum of 1983
(World Geodetic System 1984)

DEPTHS IN FATHOMS
UNLESS OTHERWISE NOTED

Joins page 5



57° 20'



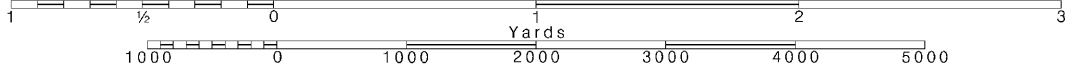
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Note: Chart grid lines are aligned with true north.

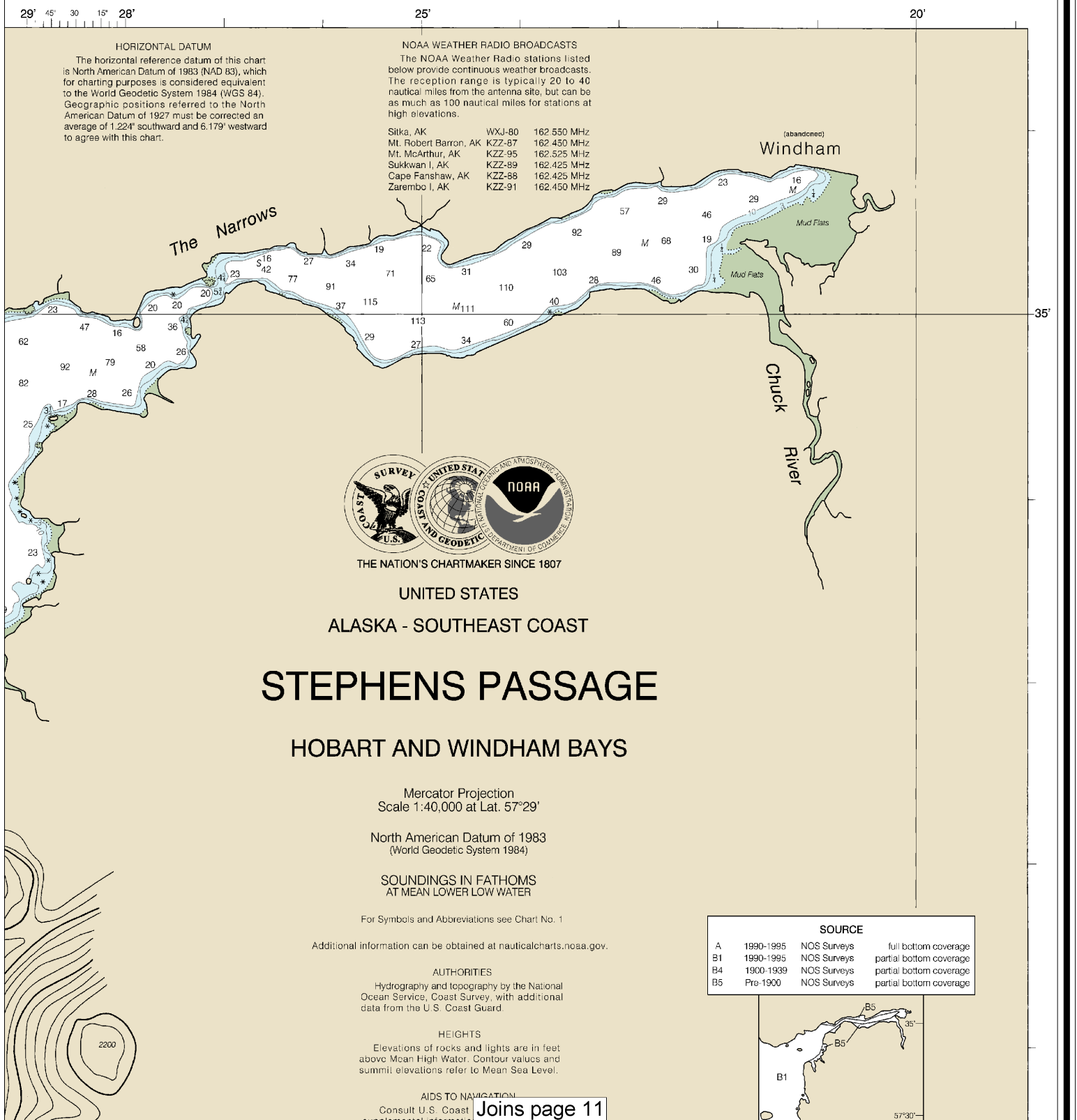
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SCALE 1:40,000
Nautical Miles

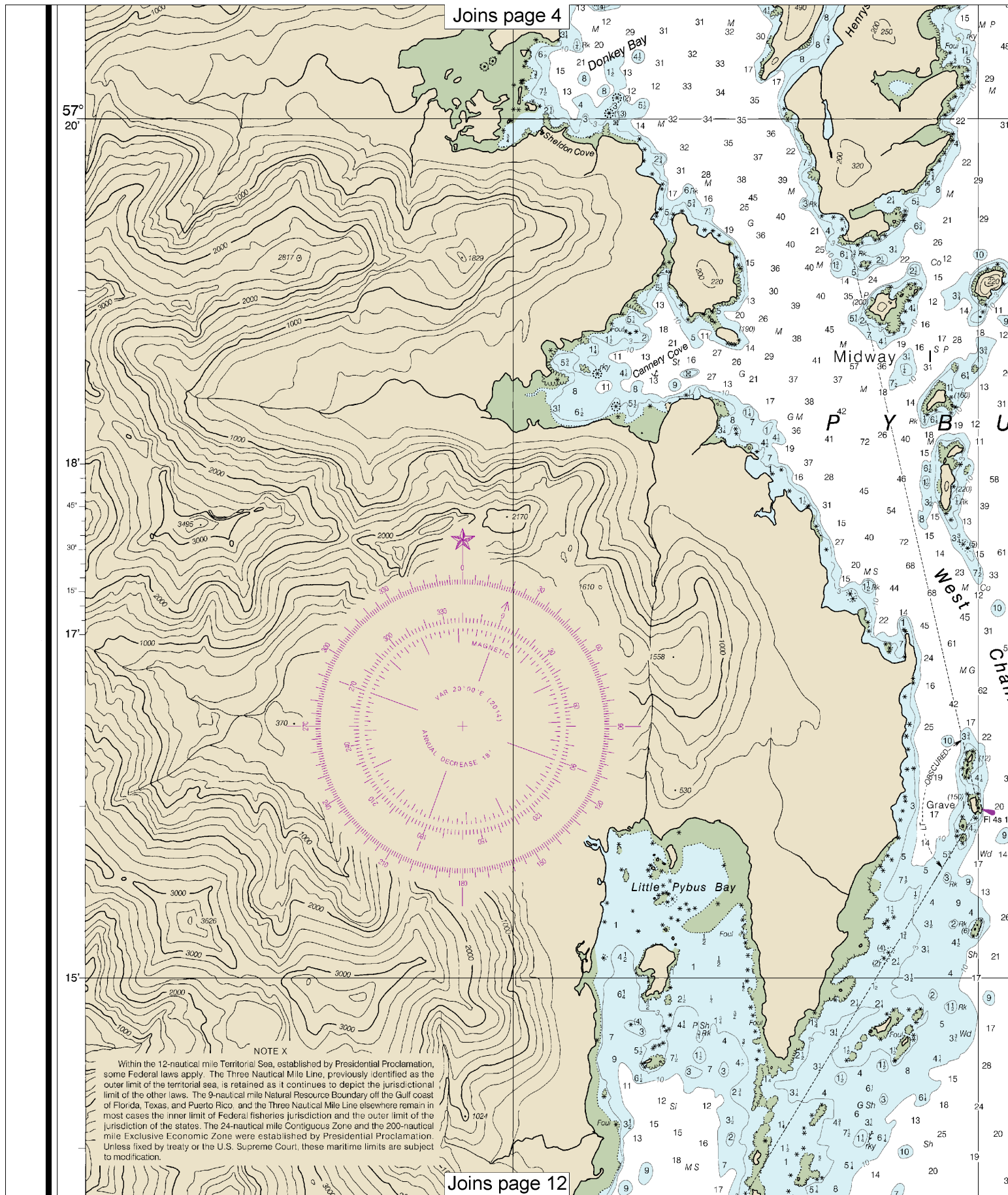
See Note on page 5.



SOUNDINGS IN FATHOMS



Last Correction: 4/23/2014. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



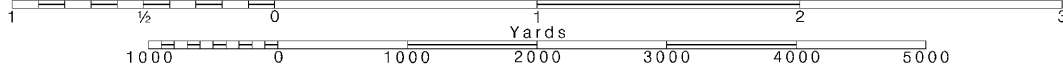
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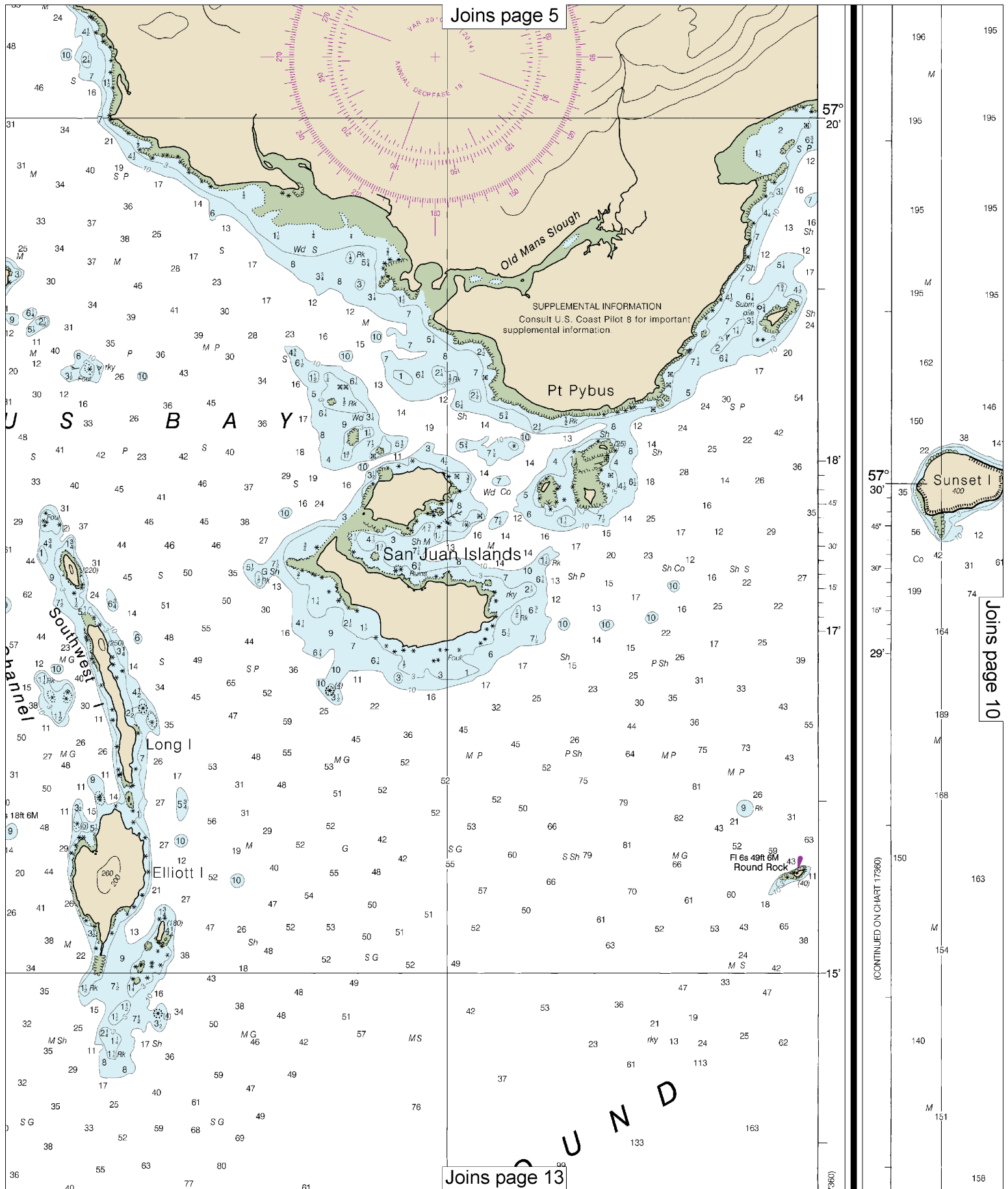
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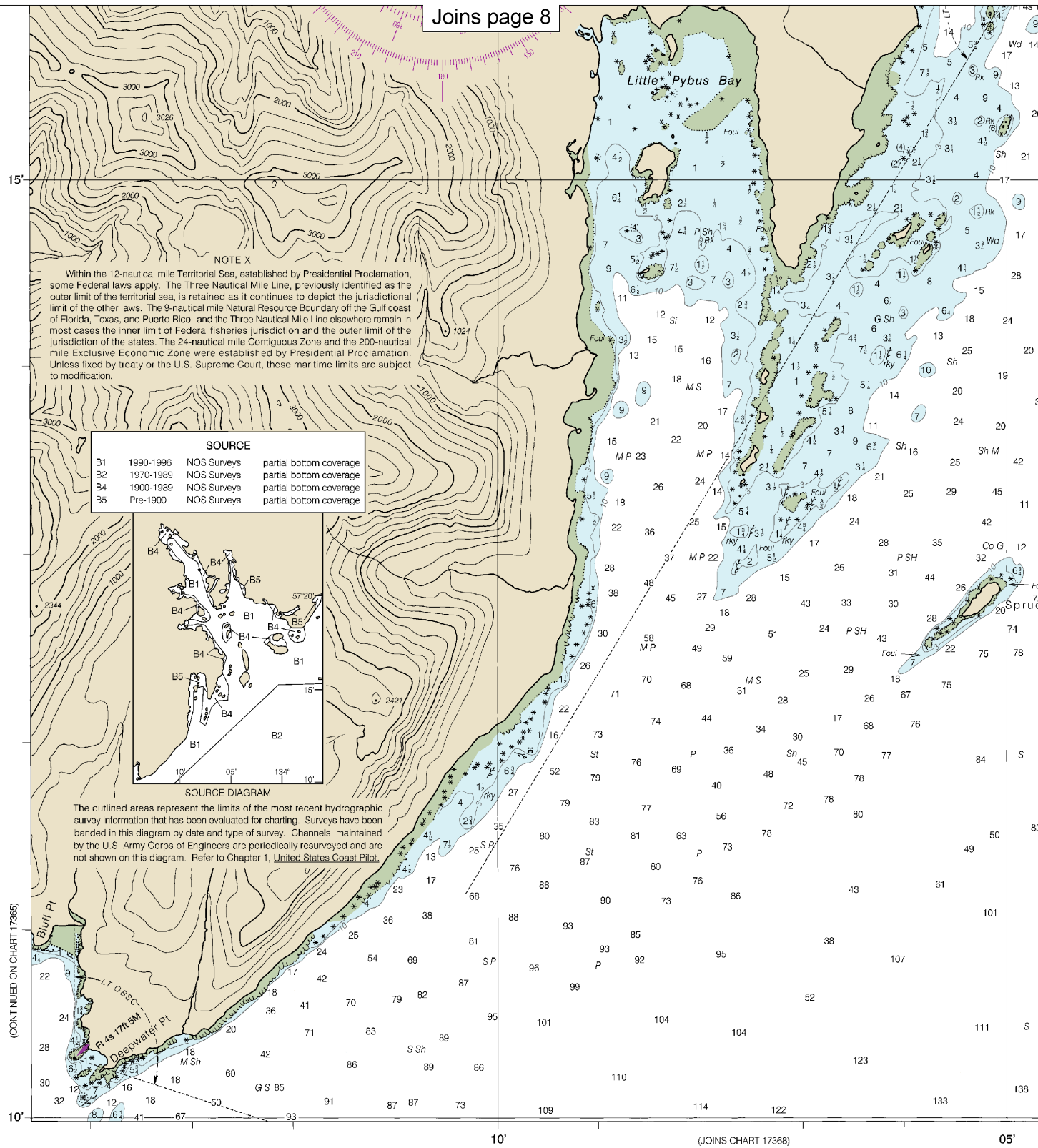
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







14th Ed., May 2014

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CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.nga.gov.

Last Correction: 4/23/2014. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

SOUNDINGS IN FATHOMS

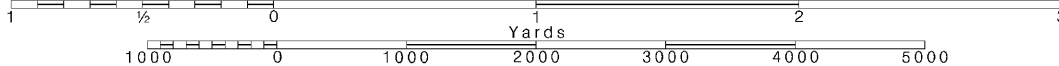
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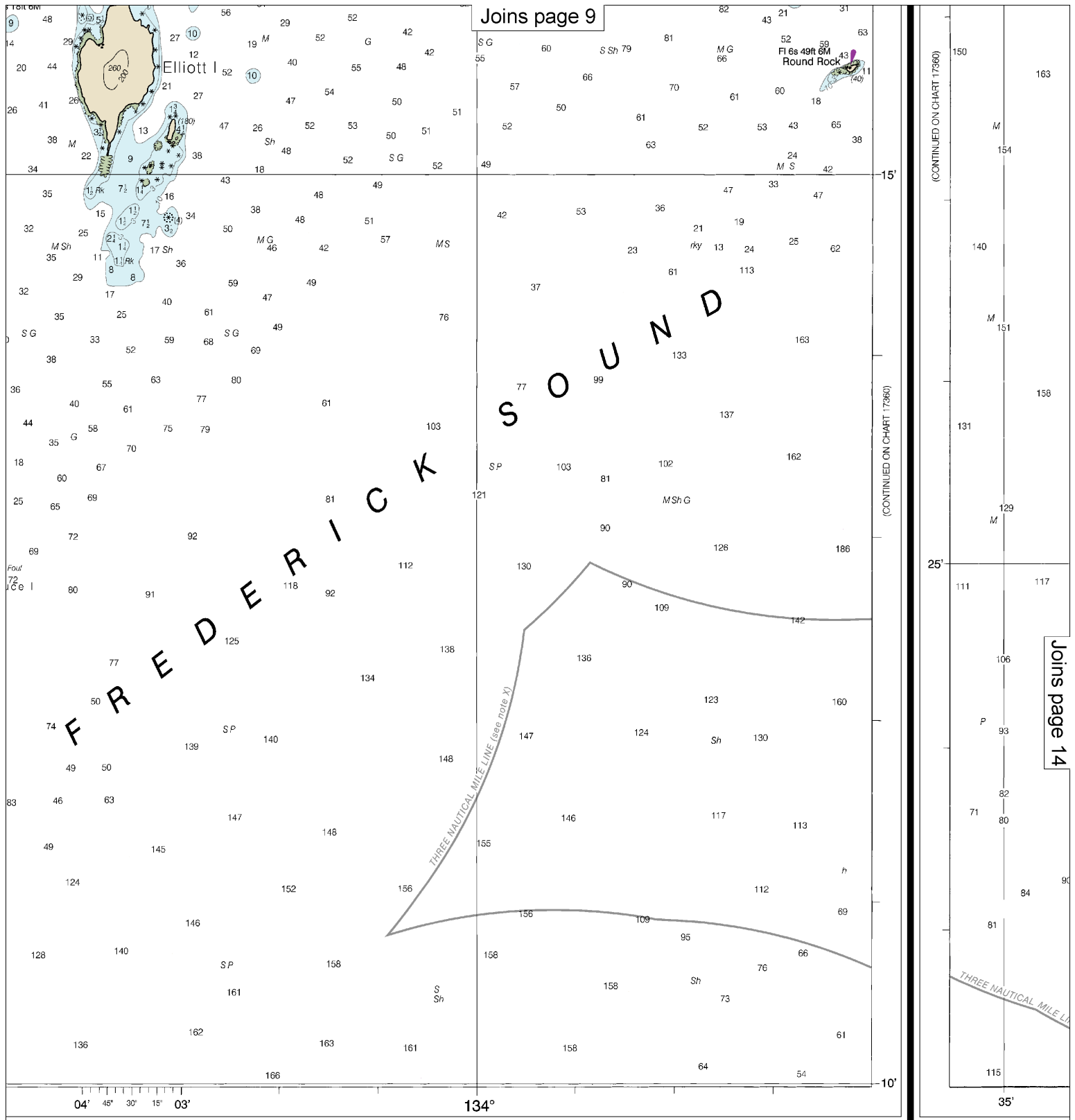
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

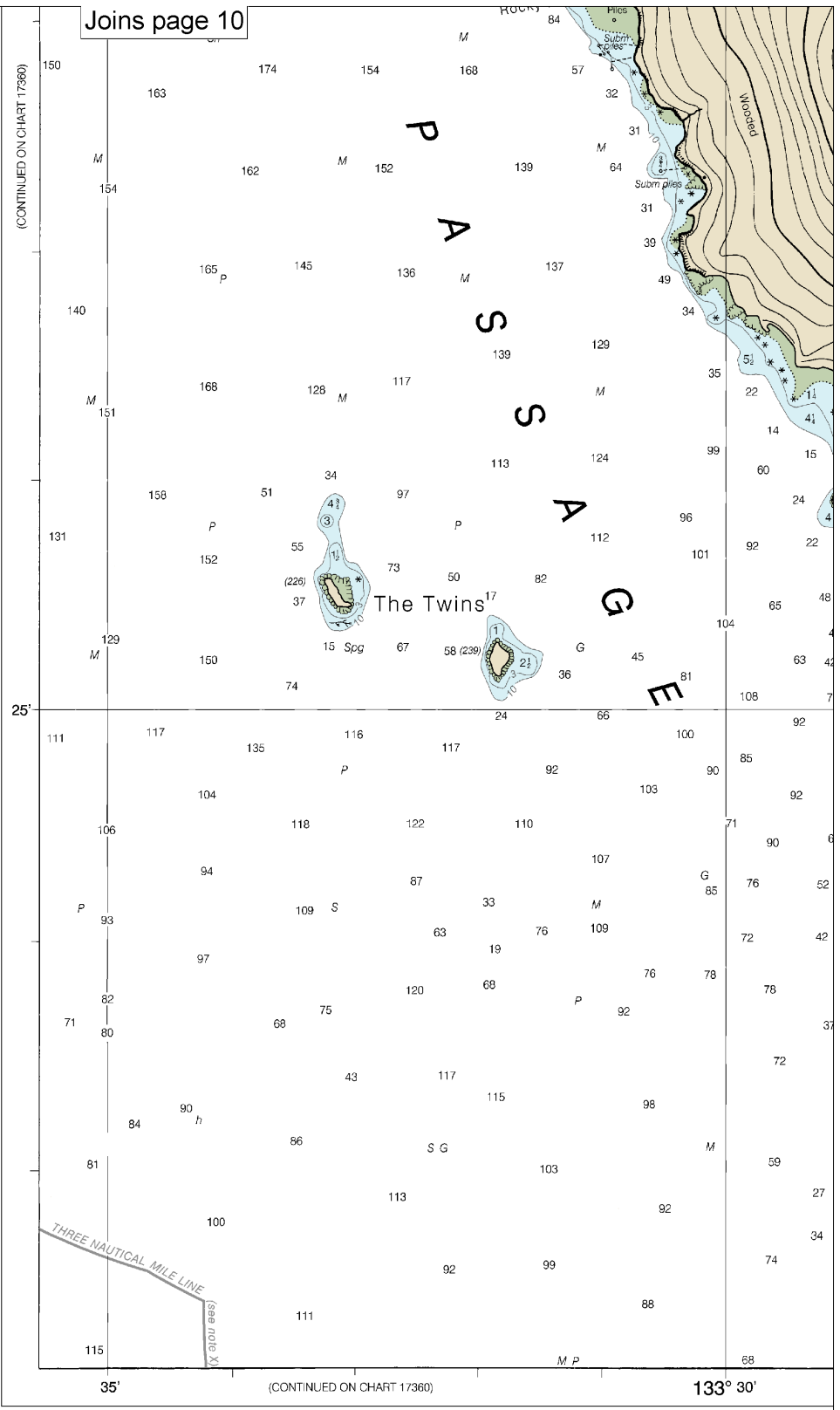
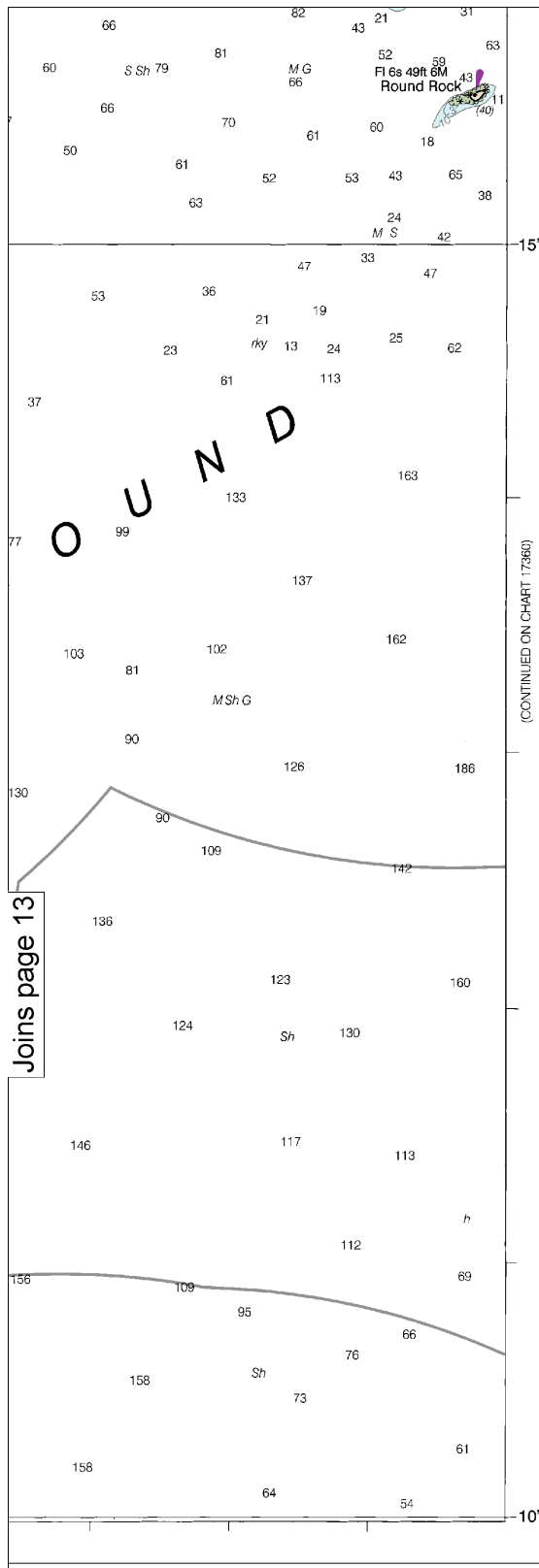




Joins page 9

Joins page 14

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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 U.S. DEPARTMENT OF COMMERCE
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FATHOMS	1
FEET	6
METERS	2.3

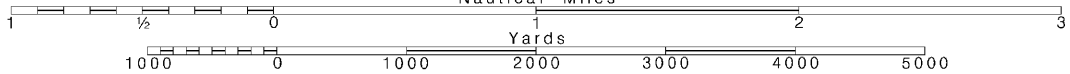
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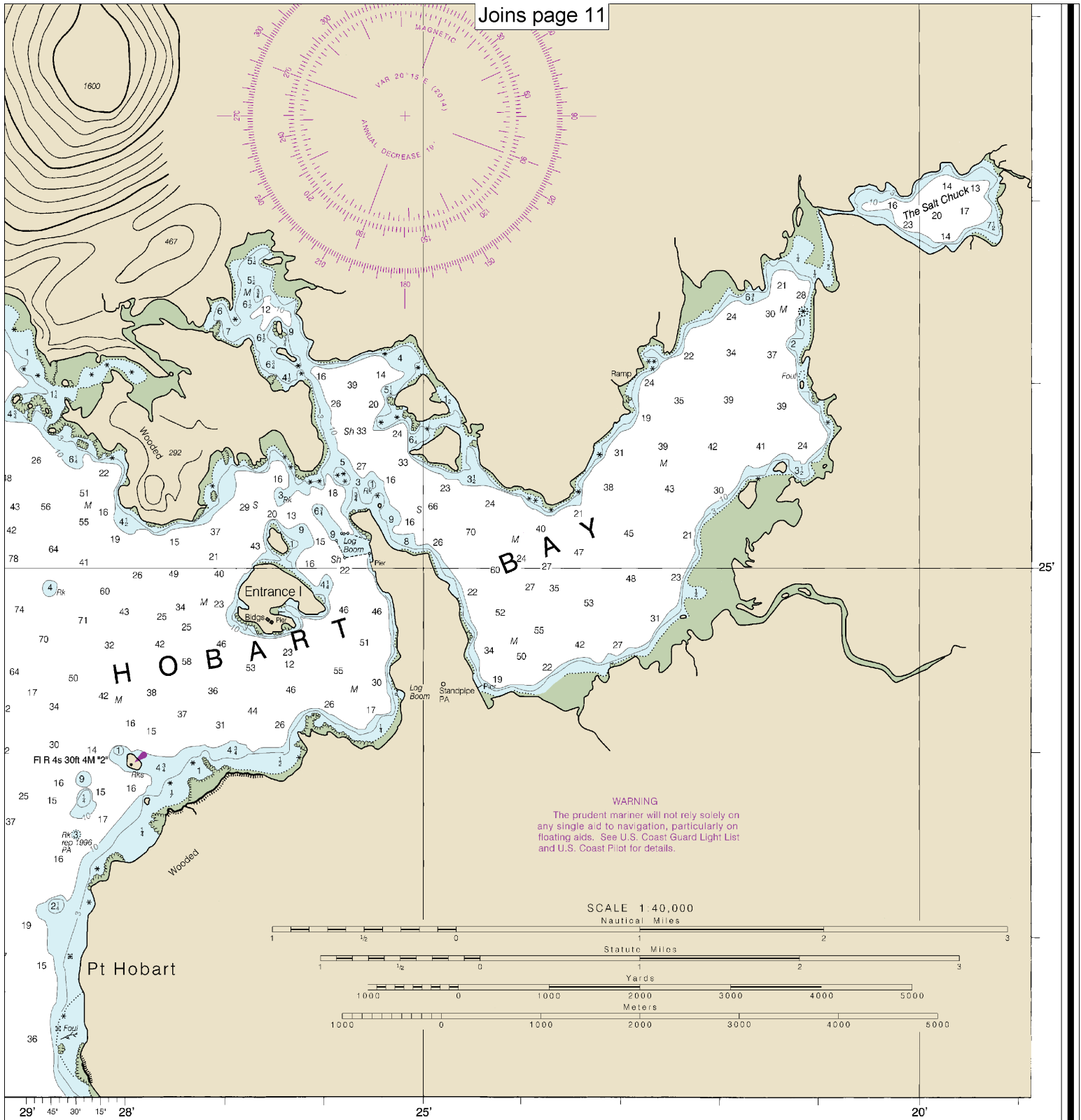
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

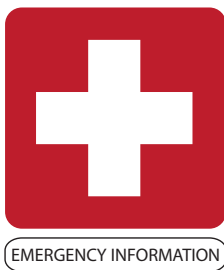
See Note on page 5.





Pybus, Hobart and Windham Bays
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17363



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.